

To the Editor of the Naval & Military Gazette,

Sir. In June & July 1838 you did me the honour to review the two first volumes of my memoirs.

I have lately fallen into the most desperate state of destitution so as to lose my furniture, beds, clothes, books, manuscripts - every thing! I have offers for the other two volumes of my memoirs; my Opusculi; an art of angling; an electrical theory of the universe and several other works. But I can do nothing in my present position.

Particulars would be too long. But if any of your numerous and most respectable readers be disposed to aid me with a pecuniary aid, they will confer a benefit on society, and I would present them with a copy of my



To the Honorable Secretary of the  
Treasury, Washington, D.C.  
Dear Sir: I have the honor to  
acknowledge the receipt of your  
letter of the 10th inst. in relation  
to the proposed sale of the  
lands of the United States  
situate in the Territory of  
Florida. I have the honor to  
inform you that the same  
have been referred to the  
proper authorities for their  
consideration. I am, Sir,  
very respectfully,  
Your obedient servant,  
J. M. Smith



[illegible]



my work, which will be found more  
important, instructive & amusing than  
that of which you so much approve  
of. — Absolute desperation drives

me to this appeal. Could I but once  
resume my labours in literature &  
Steam Carriages through the aid of  
a little sum, I should undoubtedly  
spare the lives of my family, and be  
restored to independent useful life.

I will not distress any body with the  
details of our misery. I have the  
very best Steam boiler in the world,  
of absolute safety, ~~fifty~~ horse power  
in a square of four feet! But my  
circumstances prevent me from doing  
any thing with it. — Without food, fuel,  
clothes or habitation! Many other  
inventions of mine are in abeyance.

Perhaps, Sir, some of your readers  
may

compassionate an old & very distinguished  
Soldier, who for the sake of his family  
is compelled, at last to appeal to their  
sympathy as the only means left him  
for saving his family from death.

With high esteem I am, Sir,  
your obedient servant

Macrauri  
Knight of the Legion of Honour  
& of St. George of the Two Sicilies,  
late ad.-deputé to illustrate  
King of Naples &c, &c, &c.

14. Jan. 1841.

N. 1. St. Martin Place Trafalgar Sq.

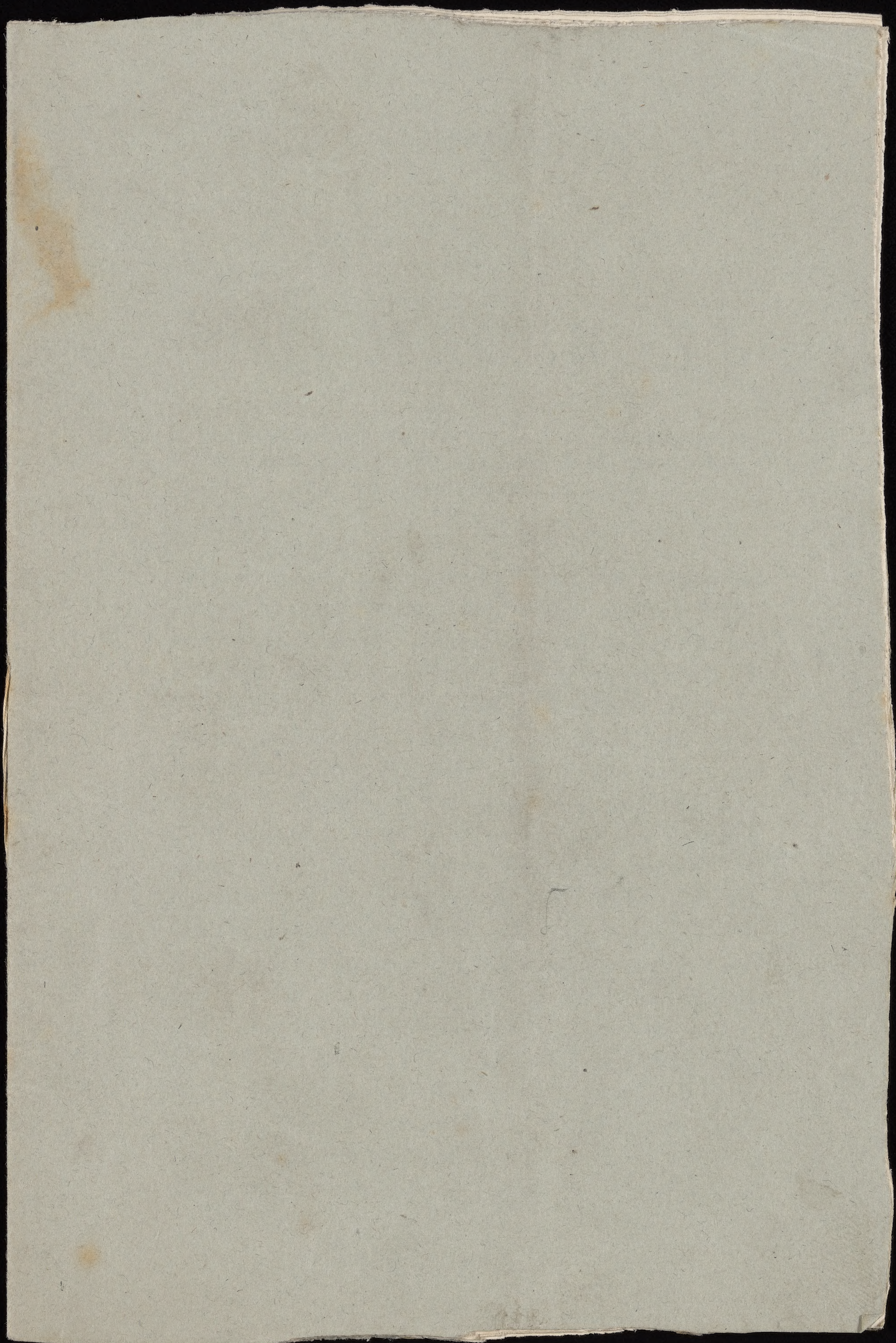


Captain Macdonald  
14 Jan 1841

To the Editor of the  
Naval & Military Gazette









## SUBSCRIPTION

FOR

# COL. MACERONI,

LATE AIDE-DE-CAMP TO MURAT, KING OF NAPLES; KNIGHT  
OF THE LEGION OF HONOUR, AND OF ST. GEORGE OF  
THE TWO SICILIES, &c., &c., &c.,

Who, during the last twenty-five years, has distinguished himself by many literary and usefully scientific works, besides many socially important inventions, proven and approved, has lately suffered a sad reverse of fortune to utter destitution. He has lost possession of his books, papers, manuscripts, *models*, tools, *clothes*, and every thing that could enable him to recover his position and support his family. A very small sum would be sufficient to save him and his family from the impending destruction which now awaits them and himself. He has several most important literary works, and also inventions ready to produce. The best steam boiler in this world, which, weighing less than one ton, and only four feet cube, is of a fifty horse power; the continuation of his much lauded memoirs, in forty-one reviews, from 1818 to 1841. His "*Opusculi*," or pamphlets and essays on every subject of science, art, mechanics, sporting, &c., &c. An *original* art of angling, and tackle making, and several other works, for which he could obtain good prices, were he not absolutely overwhelmed



by a complicated mass of miseries, absolute starvation, and rags. After having been a respected housekeeper for twenty-five years, he is now driven from home and family for the lack of a most paltry sum, and incapable of working in any way.

Nothing but this appeal to the patrons of literature and useful science, can possibly save his family and himself from immediate starvation; the open air—total perdition; and restore him to beneficial industrial independence.

In 1835 he was robbed of no less than £16,000, and his two only common-road steam carriages, the unique performances of which may be seen in a tithe of the evidence given before a Committee of the House of Commons last May.

The Colonel will present copies of his forthcoming works to all those considerate persons who will *now* aid him. He will be enabled to bring out his *new* steam boiler and steam carriages to the great benefit of society, on land and water.

Those who have witnessed the unique successful performances of his steam carriages for turnpike roads, which in 1833 and 1834, ran daily from London to Watford, Harrow-on-the-hill, &c., during eighteen months, will appreciate his claim to the power of renewing his exertions.

The main cause of his present utter destitution has been his recent formation of a Company, which caused every person to whom he owed a shilling to fall upon him like vampires, without giving him any time to reap the fruits of his labours. He has sunk into an abyss of desperation; but a small sum would enable him to revive immediately. He has no friends, but £700 worth of

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effects at the pawnbrokers—mostly lost. To show the merits of Colonel Maceroni's *first* carriage, three only of the depositions taken before a Committee of the House of Commons, last May, are subjoined. His *new* boiler is very far superior, but is in abeyance through *utter destitution*.

Brief Extracts from the Report of the Parliamentary Evidence recently (May 1839) given, in proof of the successful running and efficiency of Colonel Maceroni's Steam-carriage on Common Roads, before the Committee of the House of Commons, appointed for inquiring into the effect of Railroads upon Turnpike Trust Property.

Mr. Mackinnon, the Chairman, said, that in 1831 he had been a member of a Committee of the House of Commons upon a subject which appeared to him to be closely connected with the present inquiry. That Committee had reported unanimously in favour of the practicability, safety, and economy of Steam-carriage conveyance upon common roads, and he could not help thinking that those who were now suffering from the monopolies of the railways had in a great measure to blame themselves. The innkeepers, turnpike trustees, and stage-coach proprietors, had done all in their power to oppose the Steam-carriages, and on some roads the tolls were raised so high as to render steam travelling upon them impossible; so that in fact the trustees were like the man in the fable, who killed the goose for the sake of the egg—(a laugh). If, on the contrary, they had allowed such carriages to run at reasonable tolls, many Railways which now existed would never have been commenced.



Colonel Maceroni, being examined, said,—That he had been a Colonel in the Neapolitan service, and aide-de-camp to the late King of Naples, a Knight of the Legion of Honour, and Knight of the Order of the Two Sicilies. In 1818 he was brigadier-general in the service of the Columbian Republic, and in 1822 he served the Spanish Constitutional Government against the French and the insurgents as a general officer, at his own expense, and in 1828 he went, invited by the Ottoman Government, to serve against the Russians. His attention was first directed to steam-carriages by his being introduced to Mr. Gurney, who offered to lend him a part of his premises for the execution of a mechanical invention of a very important description. Mr. Gurney was then engaged in building a steam-carriage, which witness thought at the time would succeed ; so much so, that he obtained for Mr. Gurney, from friends, £22,000 ; but he found at last that the plan of Mr. Gurney's boiler was hopeless. He then set to work himself, and produced a boiler entirely different in principle and arrangement from that of Mr. Gurney, and which, being only two-thirds full of water, presented a free surface for the steam to rise from, besides an immense reservoir of steam in other parts. He had made many journeys (indeed, almost every day for eighteen months) in a carriage worked by that boiler, without any repairs of either boiler or engines. He had since invented a boiler of larger cylinders ; he had taken people daily for months, from Oxford-street and Paddington to Watford, Harrow, Uxbridge, Edgware, and other places, up and down the hilliest and worst roads. The speed was from twelve to twenty-four miles an hour, according as the roads were crowded or otherwise.....

The Marquis of Tweeddale examined—Had, in Jan. 1834, travelled in Colonel Maceroni's steam carriage to Uxbridge and other places, from the Regent Circus, Oxford-street. The coach passed through Oxford-street without any difficulty, and the speed was regulated with perfect facility, just as it happened, according to the crowded state of such a thoroughfare. There was not the slightest noise or smoke. When they got into the Uxbridge-road, they went at the rate of fourteen or fifteen miles an hour, and sometimes considerably faster. The road was covered with fresh gravel ; but if it had been a fine hard road, like the main roads of the country, the carriage could easily have gone twenty miles in the hour. On the return from Uxbridge, on one occasion, they were stopping at the bottom of Notting-hill to take in water, when they were passed by the Oxford coach with a number of students on the top, who cheered as they passed. The stage-coach galloped by at full speed, having as fine a team of horses as ever he saw under a coach—as nearly thorough-bred as possible. Colonel Maceroni soon followed, and passed the coach *up the hill*, and left it out of sight long before he got into Oxford-street ; in fact, when they got over Notting-hill they saw no more of it.—(See *Times* of January 10, 1834.)

Captain Fitzgerald, one of the magistrates of the county of Middlesex, stated, that he had accompanied Colonel Maceroni in his steam-carriage to Harrow, and he was astonished to find that he ascended the hill at the rate of six or seven miles an hour, being very much faster than the stage-coach, which at the time was working up with additional horses.

Mr. Charles Hullmandel stated, that he had ridden daily for four or five months in Colonel Maceroni's steam-



carriage, at a rate of twenty miles per hour, and the motion was so easy that one could write at a table in the carriage with perfect convenience. Colonel Sanden was with the witness in that coach every day for nearly four months, and during that time no accident occurred to any portion of the machinery. There was no noise, steam, or smoke, and the horses on the road did not seem to shy as the carriage passed; but they were sometimes observed to turn their heads and look at the carriage, as if astonished to see such a vehicle moving without horses—(a laugh.) He thought that the use of Colonel Maceroni's coaches would be attended with even less danger than that of horse-coaches. The steam-carriages could be turned, stopped, or brought to more readily in all situations.

Mr. Mackinnon (the Chairman) considered the evidence respecting Colonel Maceroni's invention to be most satisfactory and conclusive. He was very glad that evidence had been received, and it would greatly assist the Committee in recommending a means of saving the main roads, and the interest connected with them, from the ruin with which they were threatened,

A vast mass of further testimony, given and published by numerous Members of Parliament, Engineers, Editors of Periodicals, and other disinterested public characters, can be had at the Solicitor's offices.

In order to show through what a strange combination of things, his recent "*success*" in forming a Steam-carriage Company has accumulated upon him far more difficulties and miseries than all the others of his eventful life, combined into one sole focus of agony and despair, he has prepared a pamphlet, which will shortly appear in print, for the instruction of the present share-

holders, and all such as may care for public utility, science, and benevolence. Within an inch of death on one hand, and an inch of useful prosperity on the other, the Colonel can only depend on the success of this Subscription, which alone can place him in a working condition—literary and mechanical.

The Colonel has formed three successive Steam-carriage Companies, all of which have been allowed to go to sleep. This last has shared the same fate, although it may be seen, from the subjoined report of the manufacturing Engineer, [that the new Carriage did all that can be desired.

" 11, Church-lane, Whitechapel,  
July 20, 1840.

" MY DEAR COLONEL,

" I am happy to inform you, that myself and a full party went this day to Footscray, in Kent, at the rate of twenty miles the hour most of the way, and could have gone much faster. We went up Blackheath Hill at the rate of twelve miles the hour, with only one wheel clutched, and without a pause. Wednesday last (with twenty-three passengers) we ascended Shooter's Hill, at the rate of fourteen miles the hour, also without a pause, with the steam blowing off when we arrived at the top. In London-street, Greenwich, we went over about one hundred yards of loose gravel in gallant style, up hill.

" Yours faithfully,  
(Signed) " J. T. BEALE."

" To Colonel Maceroni.

&c., &c., &c.



Mr. J. T. BEALE'S Opinion.

11, Church-lane, Whitechapel. April 19, 1839.

Having taken a few days maturely to consider the properties, power and safety of Colonel Maceroni's steam-engines and boilers, intended for the common roads, I take this means of furnishing you with the result of my deliberations.

First,—I consider the engines extremely simple and well calculated for the purpose required.

Secondly,—That the boiler patented by the Colonel is very powerful, of entire safety, and, in my opinion, will perform to the extent required, and superior to any others which are now before the public.

Thirdly,—That the boiler (the model of which the Colonel allowed me in confidence to see) is of greater power than the one already patented, and of equal safety.

## A FEW BRIEF EXTRACTS

FROM

SOME OF THE FORTY-ONE REVIEWS OF THE TWO FIRST VOLUMES OF COLONEL MACERONI'S MEMOIRS,

“This is a singularly interesting and entertaining publication, and may well stand by the side of the most approved autobiographies. It is none of the least pleasure attendant on a perusal of these volumes, that the author's manner of viewing all subjects is original. Some portion of the second volume is devoted to an account of his inventions, which, especially his STEAM CARRIAGE, are of a high degree of merit, and evince both an original genius for mechanical contrivances and that

perseverance which characterizes the man.”—*Edinburgh Review*.—April, 1839.

“These memoirs are the very romance of autobiography: they are amusing from the startling variety of incident—interesting from the light thrown upon the fate of MURAT—and instructive as an exhibition of individual character.”.....

“Too honest and disinterested to profit by the opportunities that the chapter of accidents turned up in his favour—his ingenuous and trusting nature indicating a simplicity strikingly contrasted with his personal intrepidity and adroitness—he became an easy prey to artful knaves and specious professing friends.”—*Spectator*.

“We come to the last and most promising effort of his fertile ingenuity—his locomotive STEAM CARRIAGES for COMMON ROADS. Want of funds seems alone to have prevented this, which was the only really successful engine of the kind, from becoming established as a conveyance. He has since invented a new boiler, of which Mr. Alexander Gordon the engineer says, ‘I would engage that such a steam-carriage, with Colonel Maceroni's NEW BOILER, should beat any horse of Newmarket on any turnpike road; ANY INJURIOUS ACCIDENT IS IMPOSSIBLE.’

“The work is written with great shrewdness, and is full of exciting details. The account of the author's journey from Milan through the Austrian lines, to Naples, and of the escape of Murat from Toulon to Corsica, are animated, striking, and deeply interesting.

“The volumes will be read with avidity.”—*Atlas*.



"This is a very interesting work, abounding in adventure, and by an author who in every page cannot but remind the reader of the celebrated Benewoski, a man who lived in every capacity and in every condition of life, and who had experienced as many varieties of fortune as the heroes of the most fanciful tales. The work is exceedingly interesting as regards the proceedings of Joseph Bonaparte in Spain, the Duke of Wellington, &c. The work everywhere abounds with personal anecdotes of all the eminent characters who acted their parts in the most splendid era of modern history. We think ourselves therefore well-justified in saying that we have seldom seen two volumes that contain such a variety of lively, picturesque, and well told adventures."—*Bell's Weekly Messenger*.

*Naval and Military Gazette, June 25, 1838.*

"To most of our readers, Colonel Maceroni must be well known, were it only for his eminently successful experiments in steam carriages. But the Colonel is also well entitled to distinction from various other causes. Were we to write, or attempt to write, what might fairly be termed a *Review* of his book, we should fill, at least, one of our entire sheets; for the work is so varied and multitudinous in its matter, subjects, and details, that we should never know when to check our pen, and cry 'hold, enough!' As it is, we can only offer a succession of notices, with here a flower and there a gem, to arrest and gratify the attention of our readers. It is the most amusing performance that has for a long time fallen in our way. Nor is the power of amusement its only recommendation. Fanciful and eccentric, it presents much originality of fact, with a racy smartness of

manner; abounding in anecdote and the most graphic illustrations of life and character, habits and events. In variety and point it might suffice to make the fortunes of half a dozen novelists and writers for magazines and annuals. Colonel Maceroni is at once a philosopher and a mechanic, a soldier, and a sportsman, a naturalist and a historian, a politician and a moralist. In fact, he is another 'Admirable Crichton.' Radical as he is, we must make a personal exception in his favour. In truth, he is so pleasant a fellow, even in his wrath, that though we abominate Radicalism with all our hearts and souls, we feel compelled to say, that boisterous as he sometimes is in words, we do not believe that Colonel Maceroni would perpetrate any evil, were it in his power."

From the *Commentator*. Edited by LEITCH RITCHIE.

"The author of this work, possessed at the very onset of life with fair pecuniary means, gifted by nature with great and versatile talent, and thrown by birth and circumstances into personal association with the first men of the time—he has fallen with the first of them. \* \* \*

"In fact, we cannot name anything better in the whole range of our literature than his history of Murat. This life and adventures of Joachim Murat, King of Naples, by his confidential aid-de-camp, would form a work as lasting as the language. Will any publisher think of our suggestion? *If so, do not let him be deterred from making Colonel Maceroni an offer by the idea that because he is poor—nay destitute—he is not a man of honour. We happen to know that the two large volumes now before us were sold to the late liberal-minded publisher and amiable man, Macrone, from the mere table of contents, and before a line of the work was written.* \* \*



*We cannot refrain from saying, that there is something beautiful and touching in the affectionate fidelity of Maceroni to King Joachim in his adversity.* \* \* \*

Not the least valuable and amusing part of the book is that which relates to natural history, serpents, scorpions, tarantulas, lizards, birds, fish, sporting, &c., *ad infinitum.* \* \* \*

WE WILL ADD THAT IN WHAT HE CALLS A SYNOPTICAL APPENDIX, OUR AUTHOR GIVES AN IDEA OF A FUTURE WORK, AS INTERESTING, AMUSING, RICH AND VARIOUS AS THE PRESENT, WHICH EXTENDS ONLY TO 1818."

*The Christian Advocate.*

"Without doubt this is a rare miscellaneous book; and insatiable, indeed, must that reader's love of variety be, who cannot here find various entertainment to his heart's content. \* \* \* The Colonel is evidently and well known as a man of great natural talent and force; observant, versatile, daring, independent, always active, a heart and soul-hater of oppression and cruelty, an abettor of universal freedom, a man of humane and generous disposition, and who, no doubt, has at heart the well-being of the human race. \* \* In the Synoptical Appendix there is matter exhibited for the continuation of his memoirs, from 1818 to 1840, which will make an ordinary Encyclopedia look a very trifling affair. \* \* \* Another of his forthcoming works is to be called his "Opusculi," an assemblage of tracts, pamphlets, essays, articles, &c., on philosophy, politics, shooting, artillery, biography, chemistry, electricity, cosmogony, fishing, geology, field fortification, arms, and arts of war, steam locomotion, &c. &c. &c. \* \* We are of opinion that the present book is a mere provocative, as Captain Basil Hall calls it, 'a sky-flyer' to the forthcoming volumes.

\* \* He is at home and all at his ease amidst earthquakes and war's alarms. Volcanic eruptions are his amusement and delight. Wild adventures and hair-breadth escapes without end..... The whole world is laid under tribute..... All the birds of the air, the beasts of the desert and the field, the fishes of the rivers and the sea, and all creeping things, the whole terraqueous globe, and all the men and women in it, are here touched and treated of with vivacity and facile power."

*The Satirist says,—*

..... "The Colonel has been robbed of all *but his honour*. That he still retains, for that we long discerned, and heard, and *known*; and it is this that gives the honest pathos to his griefs. Nor have his struggles been confined to war alone; the Aide-de-Camp to the King of Naples; Knight of the Legion of Honour, &c.; Ex-General of Brigade in the service of Columbia; is master of peaceful arts as well as arms, and has struggled in the field of science with a success which should have been crowned with more than barren laurels..... Robbed of the fruits of his exertions many times, just as they were ripe. .... His valuable patents for steam-boilers and carriages, &c. &c., have only enriched his enemies..... There are numerous *original* historical facts and anecdotes concerning Napoleon and his satellites....., a vast mass or sprinkling of scientific matter; very ingenious remarks and suggestions on a hundred subjects..... In a word, we have not met with a book of its sort for many a day..... We trust that the merits of the author will be as familiar to the public, as misfortunes are now familiar to himself.".....



*The Morning Advertiser says:—*

“This is a most extraordinary and amusing work. It is a history and a detail of facts, which do not fail in equalizing any novel that has hitherto been published. .... Colonel Maceroni, like many other men of great talent, has now become an unfortunate man; but it does not follow that he has not been a man of honour and integrity.” .....

*The Court Magazine for August, 1838, in a long critique, says:—*

“This is an extraordinary work, emanating from a still more extraordinary mind. We know no parallel to it in the whole course of biography, except the Memoirs of Benevenuto Celini. Indeed, the indomitable spirit of the renowned Florentine seems to have lodged itself in the breast of our modern Maceroni, and mixed its constructiveness with the buoyant liveliness of a Mercutio, and the quick rashness of a Tybalt. .... The first that we hear of his operations in King Joachim’s service is the construction of a powder-magazine less liable to accident than any others used. A description of this invention, like all the rest of his constructive improvements, strikes the reader with its luminous good sense and simplicity.” .....

*A Phrase or two from “The Torch,” July 21, 1839.*

“A gentleman, a scholar, a soldier, one who has travelled, and studied, and fought—aye, and suffered much, &c. .... Colonel Maceroni is at the same time an illustration of the numerous acquirements which it is possible for a man of taste and industry to combine in one person; and he is, alas! also a striking instance of

the state of personal suffering and neglect in which those who have done much to exalt the dignity of our nature, have been suffered to sink by an apathetic public.”

It is very remarkable how I have been on so many occasions deprived of the fruits of my numerous successful labours, in arts of peace, literature, and war. Without alluding to the fall of Murat, and of Napoleon, from no fault of mine, I will state a few *little* things from which others have derived advantages and incomes.

I will endeavour to remember a tithe of them.

First.—My safety gunpowder magazine, mentioned in the Review of the Court Magazine.

Secondly,—My being the inventor, in 1808, of the artificial ears of pasteboard to assist persons of feeble hearing, recently patented, and so much used in England, of various shapes and materials, *since the publication of my Memoirs.*

Thirdly,—In 1816, the application of coal tar to paths of fine dry gravel, which makes them as hard and durable as marble—which has become the prototype of the Bituminous and Asphalte Paving Companies.

Fourthly,—The best steam generator ever yet produced to the world; spoken of in this sheet.

Fifthly.—The best paddle-wheel ever invented, *which works even when entirely under water.*—1827.

Sixthly.—A copper-cap percussion lock for cannon, entirely water proof, so as to never miss fire when even *under water.*—1828. Approved of by the Lords of the Admiralty, but pirated.

Seventhly.—Wooden pavements, for which suggestion and description, *printed and published* in 1825 and 1832, I was mocked by the periodical press, as Mr. Windsor



was for gas lights, contemptuously called by the critics in the European Magazine, and others, "*Smoke lights*."

Eighthly.—The screw propeller for steam-ships, now called "The Archemidian;" offered by me to the Lord High Admiral, in March, 1828, but rejected, as I can show in writing.

Ninthly.—Waterproof cloth, impervious to the rain, but allowing the free escape of perspiration, 1836. Hawked about, and lost to me. Three companies *now* established, making hundreds of pounds per week.

Tenthly.—The best steam generator ever made for all purposes of land, or water locomotion, combining all the best qualities of my others: 1837. Spoken of in this sheet.

My space will not allow me to mention my prehensile naval rockets for igniting the sails, rigging, &c., of an enemies' ship. And sixteen other naval and military inventions, which, although disregarded by the powers in office, will, in case of a war, cause an entire revolution in warlike affairs.

But here I am, Prometheus-like, bound to the rock of agonizing poverty—sans patrons—sans home—sans food—sans clothes—sans every thing—except the desire to labour (without the means), and to maintain my family, at least, with the simplest *necessaries* of life, and under shelter. "To be, or not to be—that is the question!" A little touch to the pendulum of my intellect would surely save us all, and make the fortunes of a dozen men.

MACERONI.

Money to be sent to Mr. Cunningham, 1, St. Martin's-place, Trafalgar-square; to Mr. Cousins, 18, Duke-street, Lincoln's-inn-fields,

*Miss Ransom & Co. Pall Mall East  
or Prescott & Co. Maidenhead Street.*

EXTRACT from a Critique in the "*Spectator*," omitted from page 9, through a mistake.

"Without any blot on his escutcheon save the foul one of poverty, but that rendered still more *ugly* by his Liberalism, Maceroni finds himself a beggar, with a wife and family all but starving. In that dreadful state of destitution, which is but the climax of a long series of anxieties and privations, enough to destroy the energies and break the heart of most men, Maceroni keeps up his courage, and sticks by liberal principles, the abandonment of which might even now open to him a road to fortune. It is impossible not to honour the fortitude and constancy of so brave and resolute a spirit."

N. B. When the Tories were in power, I was reproached and pitied for being a Liberal. Now, that the Liberals are in power, I am advised to become Tory!!!—F. M.



